



राजपत्र, हिमाचल प्रदेश

(असाधारण)

हिमाचल प्रदेश राज्य शासन द्वारा प्रकाशित

शिमला, मंगलवार, 18 अगस्त, 1998/27 श्रावण, 1920

हिमाचल प्रदेश सरकार

नगर एवं ग्राम योजना विभाग

अधिसूचना

शिमला-2, 21 जुलाई, 1998

संख्या टी०सी०पी०एफ० (6) 2-3/98.—हिमाचल प्रदेश की राज्यपाल, हिमाचल प्रदेश टाउन एण्ड कन्ट्री प्लानिंग ऐक्ट, 1977 (1977 का 12) की धारा 20 की उप-धारा (3) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, निदेशक नगर एवं ग्राम योजना हिमाचल प्रदेश द्वारा उक्त अधिसूचना की धारा 19 (2) के अधीन तैयार किये गए कसौली योजना क्षेत्र जिला सोलन, हिमाचल प्रदेश के लिए विकास योजना को बिना किसी परिवर्तन के अनुमोदित कर दिया है।

अतः हिमाचल प्रदेश की राज्यपाल, उक्त अधिनियम की धारा 20 की उप-धारा (4) के अधीन प्रदत्त शक्तियों का प्रयोग करती हुई सरकार द्वारा अनुमोदित कसौली योजना क्षेत्र की विकास योजना को प्रकाशित

करते हैं और यह नोटिस देते हैं कि उक्त विकास योजना की प्रति का निम्नलिखित कार्यालयों में कार्यालय समय के दौरान निरीक्षण किया जा सकेगा, अर्थात् :—

1. आयुक्त एवं सचिव, नगर एवं ग्राम योजना हिमाचल प्रदेश सरकार, शिमला-2.
2. निदेशक, नगर एवं ग्राम योजना विभाग, ब्लॉक नं० 32-ए० कर्मशियल कम्प्लेक्स कसुम्पटी शिमला-9.
3. नगर एवं ग्राम योजनाकार, मण्डलीय नगर एवं ग्राम योजना कार्यालय, चौहान काटेज, चम्बाघाट, सोलन, हिमाचल प्रदेश।

उक्त विकास योजना इस अधिसूचना के राजपत्र, हिमाचल प्रदेश में प्रकाशित किये जाने की तारीख से प्रवर्तन में आएगी।

आदेश द्वारा,
सुतानु बिहुरिया,
आयुक्त एवं सचिव।

[Authoritative English Text of Government Notification No. TCP-F(6)2-3/98, dated 21-7-1998 as required under clause (3) of article 348 of the Constitution of India].

TOWN AND COUNTRY PLANNING DEPARTMENT

NOTIFICATION

Shimla-171002, the 21st July, 1998

No. TCP-F(6)2-3/98.—Whereas the Governor of Himachal Pradesh in exercise of the powers vested in her under sub-section (3) of section 20 of the Himachal Pradesh Town and Country Planning Act, 1977 (Act, No. 12 of 1977) has approved the Development Plan for Kasauli Planning Area, District Solan, H. P. prepared by the Director, Town and Country Planning Department, Himachal Pradesh under section 19 (2) of the said Act without modification.

Now, therefore, in exercise of the powers vested in her under sub-section (4) of section 20 of the said Act, the Governor of Himachal Pradesh is pleased to publish the development plan for Kasauli Planning Area approved by the State Government and gives the notice that a copy of the said development plan may be inspected on the following offices during office hours, namely:—

- (1) The Commissioner-cum-Secretary (TCP) to the Government of H. P., Shimla-2.
- (2) The Director, Town and Country Planning Department,
Commercial Complex, Block No. 32-A Kasumpti, Shimla-9.
- (3) The Town and Country Planner,
Divisional Town Planning Officer,
Chauhan Cottage, Chambaghat,
Solan, District Solan, Himachal Pradesh.

The said development plan shall come into operation with effect from the date of the publication of this notification in the Rajpatra, Himachal Pradesh.

By order,
SUTANU BEHURIA,
Commissioner-cum-Secretary.

CHAPTER-I

GENERAL PROFILE

1.1 Regional Setting :

Kasauli is a cantonment town situated in the outer and lower Himalayas above the plains of Punjab and Haryana. It is a popular hill station and a frequently visited spot on account of its being so near to Chandigarh and nearby areas. It is situated on 30° 53' 4" North Latitude and 77° 21' 3" East Longitude and located at an altitude of 6,300 feet above the mean sea level.

1.2 Historical Evolution :

The 150 year old cantonment town derives its name from Kasool hamlet. It was in 1842 that Kasauli was founded, an idea mooted by Honoria, Sir Henry Lawrence's wife. In 1843 both of them built a house (Sunny-side villa) for themselves and moved to Kasauli. In 1846 Sir Henry met William Hodson in Subathu. They both shared a vision and so it was in 1847 that the foundation stone of Lawrence School was laid. Mr. William Hodson personally supervised the building of this famous school.

A military reorganisation brought Kasauli under the command of the Sirhind Division. Major General Gilbert, G. O. C. Sirhind Division, move to Kasauli and built for himself a splendored house "Gilbert House" which is the residence of the station commander today. Before Kasool was cleared as a site for a British Cantonment, it formed part of the erstwhile princely States of Beja and Bhaghat. The first battalion posted here during 1850 was 13 light Infantry Regiment.

The Kasauli Brewery near Kasauli Village producing Solan No. 1 Whisky was set up in 1873 by Mr. Dyer who found the spring at Kasauli gaon to be having excellent water. In 1920 this brewery merged with Meakins of Solan and became the Dyer Meakin Breweries. Today it bears the name Mohan Meakins.

The pasteur Institute of India in Kasauli was the first of its kind in the British Empire. It started its functioning at the turn of the century in a house called St. Cloud, a beautiful building donated by the Maharaja of Patiala.

In 1844, the foundation stone of the Christ Church was laid. The magnificent building still stands in all its imposing glory amidst a beautiful garden today. It is a lovely piece of our cultural heritage.

Before the I. M. F. installations were put up, Kasauli was known for its two beauty spots- Ladies Grave and Monkey Point. Ladies Grave was remnant of two daredevil Irish Ladies who dared to traverse Monkey Point on horses and died. The sundial-shaped grave stone, which was surrounded by a grove of cypress trees, is no more. Today it is replaced by staff quarters of the Air Force Personnel.

Monkey Point, the highest hill in the range which gives an uninterrupted view of the Punjab & Haryana plains, Shimla, Chail, Narkanda, Kinner-Kailash and other snow clad mountains now has a new temple of lord Hanumana on its crest. It is said that Lord Hanumana while on his air journey to the upper Himalayas for bringing Sanjivani Booti happened to touch this hillock by his left toe. There is also a micro-wave tower set up near this hillock.

Spread over 658 acres, Kasauli Cantonment was planned for a population of less than 1,000 but it crossed that mark way back in 1945. In 1991 it was 4,385 and now it is estimated to be nearly 4,500. During the tourist season this figures goes up by leaps & bounds.

The post independence era saw the mergence of residential and hotel activity in and around Kasauli town. It became famous on account of its soothing climate, panoramic views, neatness and cleanliness as well as due to its utter proximity to the plains of Punjab and Haryana. While the town grew at a steady pace during all these years it was in the late eighties that the town assumed sudden significance. The Punjab and the Kashmir problems made this town a centre of attraction for all those who earlier used to visit Kashmir during summer season. The law and order problem in the State of Punjab also turned a number of rich people and well placed beaurocrats towards this town. Some Private builders as well as hoteliers also decided to make hay while the sun was shining. It started appearing as if ever body was running towards Kasauli. Sensing the urgency of the situation, the State Government, rose to the occasion and extended the H.P. Town & Country Planning Act, 1977 (Act No. 12 of 1997) to the area around Kasauli Cantonment.

1.3 Kasauli Planning Area :

Under provisions of section 12 (1) of the H. P. Town & Country Planning Act, 1977 the Himachal Pradesh Government constituted Kasauli planning Area vide Notification No. PBW (B&R) (B) 24 (1)/91 dated 17-10-1991, and define the limits thereof as under :—

- (i) Area on Kasauli to Dharampur road comprising one Km. on the valley side and one Km. on the hill side.
- (ii) Area on Kasauli to Kuthar via Jagjit Nagar road comprising one Km. on the valley side and one Km. on the hill side. Except Cantonment Area.
- (iii) Area on Kasauli to Parwanoo via Jangeshu road comprising one Km. on the valley side and one Km. on the hill side.

On persistent public representation to the H. P. Government, Kasauli Planning Area has been modified vide Notification No. PBW (B & R)(B) 24 (1)/91, dated 7-11-1996 published in the Rajpatra, dated 28-12-1996 as under :—

Sl. No.	Name of revenue Village retained	Hadbast No.	Remarks
1	2	3	4
1.	Thare Ka Thakurdwara	765	
2.	Kumharda	766	
3.	Shilli Kalan	758	
4.	Shilli Khurd	759	
5.	Sanawar Village	396	
6.	Sanawar (School)	104	
7.	Badah	714	
8.	Chabal	715	
9.	Khadoli	717	It includes Khol (Kheel)
10.	Chamian	4	
11.	Banjaini	723	
12.	Shatyana	716	
13.	Deori	98	It includes Ticket Hatti.
14.	Kasauli Gaon	99	In includes
15.	Nahari		Kumari, Panwa, Khil, Brewery Panwa, Nalwa, Kashivilla, Kha-cher Khana, Attawa, Patta,

1	2	3	4
		155	
16.	Chhatyan	157	
17.	Mashobra	158	
18.	Shilora Khurd	956	It includes Bhari- iali Manoon.
19.	Shilora Kalan (Saferemena)	957	
20.	Garkhal	713	It includes Kimughat Bhar- gai.
21.	Kafal-Ka-Hara	110	
22.	Gosan	101	
23.	Sanwara	106	It includes Motikona Jama- ntu.
24.	Mangoti	105	It includes Suji. Gara.
25.	Mando-Mankanda	107	
26.	Dharampur Bhatol	768	

REVISED/FINAL BOUNDARY OF KASALI PLANNING AREA:

EAST: Starting from outer boundary of village Khumharda HB. No. 766 continuing with outer boundaries of Village Dharampur Bathol HB. No. 768 upto meeting point of Sukhi Johri-Garkhal Road (Via Motikona), then following this road upto outer boundary of Village Badah HB. 714 continuing with outer boundary of village Chahal HB. No. 715, village Khadoli HB. No. 717 and upto outer boundary of Village Chamian HB. No. 4.

NORTH: Starting from outer boundary of Village Chamian HB. No. 4 and continuing with the outer boundary of village Banjani HB. No. 723 upto meeting point of Garkhal Khud, then following Garkhal Khud upto the meeting point of outer boundary of village Kasauli HB. No. 99, following the outer boundary of village Kasauli HB. No. 99 upto outer boundary of Village Nahri HB. No. 155.

WEST: Starting from outer boundary of Village Nahri HB. No. 155 then following the outer boundary of village Chatyan HB. No. 157, village Mashobra HB. No. 158, village Shilora Khurd, HB. No. 956 village Shilora Kalan HB. No. 957 and upto the meeting point of outer boundary of Kasauli Cantt. Then following the outer boundary of Kasauli Cantt. HB. NO. 395 upto the outer boundary of village Gosan HB. No. 101.

SOUTH: Starting from the outer boundary of village Gosan, HB. No. 101 then following outer boundary of village Sanawar HB. No. 104 village Mangoti, HB. No. 105, village Sanwara HB. No. 106 village Mando Mankanda HB. No. 107 and upto the outer boundary of village Kumarda HB. No. 766.

CHAPTER-2

DEMOGRAPHIC PROFILE

2.1 The modified Kasauli Planning measures 1311 hectares and covers 26 rural settlements. It is Y-shaped because it extends linearly along the three Key roads emanating from Kasauli

town. It is 12 Kms. long along Kasauli-Dharampur road, 4 Kms. along Kasauli-Jagjit Nagar road and 6 Kms. along Kasauli-Jangeshu-Parwanoo road. A brief description of the village falling under Kasauli Planning Area is given below :—

TABLE: SETTLEMENTS FALLING UNDER KASauli PLANNING AREA:

Sl. No.	Name of Revenue Village	Hadbast Number	Area in Hects.	Population in 1991
1	2	3	4	5
1.	Banjni	723	51	172
2.	Badah	714	65	151
3.	Chabal	715	48	104
4.	Chatyan	157	17	117
5.	Chamian	4	63	406
6.	Dharampur Bathol	768	60	759
7.	Deori	98	31	238
8.	Gosan	101	23	142
9.	Garkhal	713	93	872
10.	Kumarada	766	22	60
11.	Khadoli	717	40	103
12.	Kasauli Gaon	99	219	1859
13.	Kafal-Ka-Hara	100	6	46
14.	Mando Matkanda	107	34	163
15.	Mangoti	105	64	201
16.	Mashobra	158	27	292
17.	Nahri	155	34	87
18.	Shatyana	716	27	49
19.	Sanawar (School)	104	84	284
20.	Sanawar (Village)	396	28	13
21.	Shilaura Kalan	957	36	39
22.	Shilaura Khurd	956	115	164
23.	Sanwara	106	87	221
24.	Shilli Khurd	759	2	9
25.	Shilli-Kalan	758	6	17
26.	Thare-Ka Thakur Dwara	765	29	228
Total			1311	6801

2.2 The population of these settlements was 5,437 as per 1981 census. Thus we can say that Kasauli Planning Area has registered a growth rate of 25.08% during 1981-91 which is neither very high nor very low. It however, does not include any urban component as Kasauli Cantonment is not included in it. We can conclude, therefore, that Kasauli Planning Area has shown a significant growth rate of population. A major share of this increase has occurred along the three arterial roads emanating from Kasauli/Garkhal.

2.3 So far as Kasauli town is concerned (though the town itself is not included in the Planning Area on account of its being under a Cantonment Board), it had a population of 3,872 persons as per 1981 census. This was 4,385 persons as per 1991 census. Thus the growth rate (decadal) of Kasauli town (Cantonment Board) was 13.2% during the decade 1981-91. This is

the least (after Sabathu Cantonment Board) amongst various towns of Solan District as is illustrated in the table below:—

Sl. No.	1981 Population	1991 Population	Growth Rate
1			
1. Arki (NAC)	1,631	1,976	21.1%
2. Nalagarh (MC)	5,647	7,448	31.89%
3. Sabathu (CB)	3,717	3,700	(—)0.45%
4. Solan (MC)	13,127	21,751	65.69%
5. Dagshai (CB)	1,769	2,163	22.27%
6. Parwanoo (NAC)	12,860	5,856	104.75%
7. Kasauli (CB)	3,872	4,385	13.24%
	32,623	47,279	44.9%

Cantonments usually have lower growth rates of population on account of stricter controls in terms of sale/purchase of land and construction activity. The land is vested with the Central Government and is made available to private individuals on lease basis alone. Therefore the growth rate of a Cantonment Area is not comparable with the growth rate of the towns. The table below shows the Growth rates of all the Cantonment towns in Himachal Pradesh :—

Sl. No.	Name of C. B.	1981 Population	1991 Population	% growth rate
1	2	3	4	5
1.	Bakloh	1664	1989	19.53
2.	Dalhousie	1253	1744	39.19
3.	Yol	9214	9310	1.04
4.	Jutogh	1396	1638	17.33
5.	Dagshai	1769	2163	22.27
6.	Sabathu	3717	3700	(—)0.45
7.	Kasauli	3872	4385	13.24

2.4 As is explicit from the above table, Kasauli ranks 5th in so far as growth rate of various 7 Cantonment towns of Himachal Pradesh during 1981-91. It is primarily due to the locational disadvantage of the town. While Yol & Dalhousie are on important road axis, Kasauli is not. Dalhousie on its own account and also on account of the famous Khajjar lake attracts tourists round the years. Thus it offers a sound economic base in tourism. Kasauli is like an island as yet. People visit Kasauli, spend an afternoon and go back to their homes. During summer days, say April to September, one witnesses a continuous stream of picnickers on Kasauli Jangeshu-Parwanoo and Kasauli-Garkhal-Dharampur roads. This stream is seen to be heading towards Kasauli in morning hours and rushing back from the town in evening hours. The town measures just 20 Kms. from Kalka and with one's personal vehicle i. e., a scooter or a car as well as taxi the journey time involved is just nothing. That is why not much hotel activity could generate under normal circumstances in Punjab & Jammu & Kashmir.

2.5 Kasauli Cantonment Board as has been gathered through field surveys, has a stricter control on residential and commercial activity. This has also discouraged a high increase in population.

CHAPTER-3

AIMS AND OBJECTIVES

3.1 Kasauli does not have many problems from town Planning point of view. It is not a populous, congested and environmentally deteriorated area. It does not need a detailed study in order to ascertain its ailments and diagnose the same. In fact like any hill area it is an open book. One can traverse its length and breadth and know what has already happened or is likely to happen over here. No special techniques mentioned in a text-book on Urban Planning need to be applied here. During field studies a number of residents, eminent citizens, public representatives and individuals from various cross-sections of people were met with. Discussions were also held with key State Government Offices. Kasauli was never in the news until 1990. Though the Punjab problem resulted in an appreciable increase in the number of tourists/picknickers visiting Kasauli, it was really after the on-set of Kashmir problem that the hotel trade or culture got a sudden boost over here. In fact similar trend has been witnessed in cases of Manali, Shimla & Dalhousie etc. It is also logical to believe that the reverse trend might also follow once Kashmir becomes normal again.

3.2 The concern of State Government, local residents, environmentalists and Town Planners is rightly placed. Measures shall have to be taken to ensure that no more-un-planned, unwanted or ill-planned development takes place in and around Kasauli town. If it is not done so, lot of hillscape would have spoilt, precious tree cover lost and a serious environmental deterioration caused plus an urban blight occurred before we get awake. The ecological balance revolved around a very fragile system comprising of vegetation and animal kingdom. A little more destruction of nature can result into an ecological disaster. While standing atop the Monkey Point hill, one gets awed by the creation of Nature as well as Almighty God. This great and pious creation is to be protected, preserved and worshipped by us all.

3.3 Fortunately Kasauli town is under the control of a Cantonment Board. It is a well-known fact that this board does not allow any unpleasant commercial and dangerous residential activity. That is why most of such opportunistic activity has come up outside the limits of the cantonment boundary area. Therefore, the prime objective of this document is to apply brakes to the pace of unplanned urban activity likely to take place in Kasauli-Planning Area. Draft Development Plan is an exercise aimed at studying the problems and potentials of a Planning Area and suggest measures for the future development of the same. An analytical study of the present scenario is a must before setting out aims and objectives for the present exercise.

3.4 As stated above, there was hardly any problem from urban planning point of view in Kasauli Planning Area till late eighties. There was no multi-storeyed building being raised in any part of the Planning Area. Neither there was any brisk sale/purchase of land on major roads. Kasauli was a peaceful, beautiful, silent, media-shy and humble town till the late eighties. It hardly ever found a mention in the news-papers. The situation took a major turn after 1990 which can be described as a cut-off date/year. It was after this year that Kasauli started finding a regular mention in the key news-papers of this region. Various environmentalists, urban planners, journalists and eminent citizens raised an alarm on the multi-storeyed structures being raised outside the Cantonment Area boundary. It was because of this reason that the State Government had to rise to the occasion and extended the provisions of the Himachal Pradesh Town & Country Planning Act, 1977 to the Kasauli Planning Area. Thus history tells that Kasauli has been a moderately growing town. It does not have the character of a congested, insanitary or unplanned town. Neither it is expected to assume a population growth rate of any great significance. In fact whatever increase of population over past 20-25 years has occurred is

purely on account of the administrative and military functions of the town. So far as areas around Kasauli town are concerned, excepting some countable hotels, restaurants, Kiosks, guest houses and cottages the rural scene has not changed much over there. Only that the villages abutting prime roads are developing at a faster pace than the other villages. The problem therefore, is to check the growth taking place or likely to take place due to extraneous factors. Activities purely commercial, opportunistic and obnoxious in nature are to be curbed. At the same time infrastructural base of the town & its surrounding area or hinterland needs to be adequately strengthened. Fortunately enough the first objective stated above has already been attained to some extent. The ban imposed by the Hon'ble High Court of Himachal Pradesh on construction activity in Kasauli Planning Area, actions being taken by H. P. Town & Country Planning Department for detecting un-authorised construction and a near complete check on sale/purchase of land through benami transactions have all acted as a great deterrent to the private developers, hoteliers etc. However, this objective is to be fully met with by framing suitable regulations for sub-division of land as well as construction of hotels, houses, shops etc.

3.5 The second and an equally important objective is to highlight the problems and potentials of the area and suggest suitable land-use pattern and strategy for future development. This Development Plan cannot be similar to the earlier Development Plans/Interim Development Plans prepared by the Himachal Pradesh Town & Country Planning Department in view of the peculiar characteristics of the Planning Area.

No mathematical formulas are required to be applied for working out population projections and assessing requirements of various landuses. Whatever has been reported above or is to be reported ahead is based on field surveys, studies, interviews, views and first hand informations. Therefore, detailed socio-economic surveys and statistical techniques are being done away with. This has been done not with a view to cut short the procedure but in view of the real futility of such surveys/techniques in this particular case. As per the normal/usual practice, Development Plans are generally prepared for fast growing and big towns so that their future growth is streamlined along some preconceived and planned lines. Kasauli is neither fast growing nor a big town. It merely needs a therapy for restricting the scope of illegal and un-authorised constructions as well as speculative trade in land.

3.6 Apprehensions have been expressed by local residents as well as their representatives that the enactment of a Development Plan shall pose numerous problems for the poor local people. During the hearing of public objections & suggestions on the existing land-use map of Kasauli Planning area on August 17th, 1995 at Kasauli, Pradhans of various village Panchayats had strongly raised their objections to the extension of H. P. Town & Country Planning Act, 1977 to their respective Gram Panchayats. As a sequel to this, most of these Pradhans were individually met with and matter discussed at length with them. While they were all against the obnoxious & opportunistic multi-storeyed trade by non-Himachalis, they rejected any move aimed at or likely to trouble innocent and poor local residents. It has therefore, been decided to frame regulations in such a manner that a clear-cut distinction is made between following types of activities or actions :—

- (i) Purely commercial-minded, opportunistic, un-planned and speculative land trade as well as the multi-storey culture.
- (ii) Genuinely personlised requirements related to agriculture, housing and employment generation.

Thus, it is proposed not to pose any problem for the construction of a an agricultural shed, toilet, a small house or even a shop for self-employment, but to exercise a strict check and control on a commercial complex, a hotel, a restaurant, a multi-storeyed building consisting of flats/tenements and cottages right on the main roads or upto some distance from them. Therefore, zoning regulations have to be framed keeping in mind the democratic aspirations of the people. This is also in tune with the overall objectives of this exercise.

CHAPTER-4

KEY PROBLEMS & POTENTIALS

4.1 Physical Growth :

The growth until 1990 was in the shape of isolated, compact and unconnected clusters or pockets. The recent development's however, are in the form of linear/ribbon growth along major corridors. Such developments are not considered healthy at all from Urban Planning angle and must be discouraged by promoting development of social and economic infrastructure equitably in the entire planning area. Sound and effective regulations can also act as a tool to control and guide proper as well as desirable development along the major roads.

Development causes destruction of nature. The Urban activities result into felling of trees, depletion and weakening of forest cover, loosening of hill strata, pollution of ground water sources and air, soil, water as well as noise pollution. Therefore, there is need to foster a healthy development & suggest measures for maintaining the vital ecological balance.

4.2. Industry:

Presently there are 3 main industries in Kasauli Planning Area :—

1. P. A. Pinions.
2. Jubber Watch Factory.
3. Kasauli Brewery.

Only Kasauli Brewery is of polluting nature. It emits a certain degree of odour, gaseous and liquid effluents obnoxious in nature.

Future industry needs to be planned with utmost care and caution. No major, medium or marginally polluting industry should be allowed keeping in view the highly fragile and sensitive ecology of the area. It will be difficult to stop the process of environmental degradation once any more polluting industry is set up in this zone.

Therefore it is imperative that only non-polluting and small industrial units (like cottage industry) are proposed in Kasauli Planning Area.

4.3 Water Supply :

Presently there are seven schemes of water -supply brief description of which is given below:—

(1) LWS-MANGOTI :

This scheme was accorded sanction in 1986. It supplies drinking water to village Mangoti and Mondo-Matkanda. The source of supply is a Nallah having lean period discharge of 20,600 LPD.

(2) LWS-THARE KA THAKURDWARA :

This scheme was accorded sanction in 1993. It supplies drinking water to village Thare-Ka-Thakurdwara and some adjoining villages in Gram Panchayat Gulhari. Water is lifted from Dagrog Khad having lean period discharge of 74,300 LPD.

(3) LWS-GARKHAL- GOSAN-DOCHI :

This scheme was accorded sanction in 1981. It covers villages Garkhal-Kafal-Ka-Hara, Gosan, Dochi, Nalhari, Tipra, Lohag, Shakri & Baheja. The source of supply is springs. The discharge available at the sources *i. e.* 50,494 LPD.

(4) GWSS-JANGESHU :

This scheme was accorded sanction in 1985. The source of supply is a spring and discharge available is 36,000 LPD.

(5) GWSS-SHILLORA KALAN :

This scheme was sanctioned in 1987. The source of supply is a spring and discharge available is 13,500 LPD.

(6) LWSS-DHARAMPUR:

This scheme was sanctioned in 1983. The source of supply consists of 3 Nallahs and aggregate discharge available is 2,57,908 LPD.

(7) LWSS-SHATYANA AND SHEWA :

This scheme was sanctioned in 1987. The source of supply is a Khad and discharge available is 1,22,440 LPD.

Out of above schemes, the one at Sl. No. 1 and 6 are unable to cope with the summer day requirements of local population. Consequently the I & PH Department is required to provide drinking water to the concerned villages by tanker. As per the opinion of the Department the source of scheme at Sl. No 7 above can provide additional water to the areas of schemes Nos. 1 & 6. In any case all these schemes put together can only meet with the requirements of natural increase of population over next 15—20 years.

So far as Kasauli Cantonment is concerned it is being supplied drinking water by M. E. S. The sources of supply are a spring near Manaun and Gambhar river. The total supply is the order of 80,000 to 90,000 gallons/day *i. e.* 3,60,000 to 4,05,000 LPD. Though people outside of Kasauli say that there is a lavish use of water at Kasauli, the Cantonment Board officials, however, point out gaps between actual supply of water and the overall demand of water-supply. In any case it is clear and well established that neither Kasauli town nor its surrounding areas can sustain additional influx of Population beyond a little limit. The magnitude of the problem is so acute that the Himachal Pradesh Housing Board had to abandon its ambitious project to raise a housing colony near Nahri/ Chatyan.

4.4. Tourism :

The tourist infrastructure as on today includes :—

- (a) Hotel Ros Commons run by HPTDC.
- (b) Circuit House.
- (c) H. P. PWD, Rest House (Old & new)
- (d) Private hotel like Alasia, Maurice, R-maidens, Anchal, Emm Ell.
- (e) A few quest houses like Bandana Guest House at Mashobra.

Hotel Ros Commons has 9 suites, parking area, spacious lawns & various facilities. It has a total capacity of 22 beds. There also is a tourist dak Bangalow within its campus itself. It

provides an additional capacity of 8 to 10 beds. 2921 Indian & 42 foreign tourists stayed during 1994-95.

All the above places of stay are able to cater to the tourist influx except in extreme tourists season. Following are the key problems in respect of tourism :—

- (a) Visitors/tourists often complain that except Monkey Point there is no place or point worth visiting in or around Kasauli town. Even the two Malls, *i. e.* Upper Mall and Lower Mall do not have any tourist-related infrastructure, attractions, facilities etc. along them. This is in contrast to the long, charming and popular Malls of Shimla and Massouries.
- (b) There is no plan or strategy for development of tourism in the Government sector. The H. P. Tourism Department as well as Development Corporation have both stopped attaching any significance or priority to this town. Except the ropeway project between Jabli & Kasauli, there is no new major schemes/ projects proposed by these agencies.
- (c) There are not any tourist buses being run between Kasauli and nearby cities of Chandigarh, Panchkula, Ambala, Kalka etc. The H. P. Tourism Department has also failed to project Kasauli as an attractive tourist spot-cum-hill station.

Situation however, is expected to take a major turn upon the completion of ropeway project under-way between Jabli & Kasauli. This project is being undertaken at site by M/s K. K. Ropeways. The salient features of this project are as under :—

- (a) The base station of Jabli shall include an electrical sub-station, a ropeway station (single-storeyed), Restaurant & Bar (Two storeyed) & Car parking.
- (b) The mid station at Nadoh shall include a ropeway station, club & cottages, Mini Zoo, public facilities, Cafeteria & Amusement Park.
- (c) The top station at Dochi shall include a ropeway station, Reception, Restaurant & bar & Multipurpose Hall.

The tourist infrastructure in the shape of hotels, guest houses, restaurants, bars, urinals, toilets, sitting spaces or platforms, first aid centres, gift centres, gift shops, ice-cream parlours etc. shall have to be strengthened quite substantially. The proper & careful development of tourism can provide employment opportunities and also prop up the economic base of the region.

4.5 Traffic and Transportation :

(a) Garkhal Bazar with 5 roads Converging on it is a big traffic bottleneck. These roads are:—

- (i) Garkhal—Sukhi Johri
- (ii) Garkhal—P. A. Pinions.
- (iii) Garkhal—Kasauli,
- (iv) Garkhal—Brewery,
- (v) Garkhal—Shaktighat,

Buses, taxis, cars, trucks stops any-where in this bazar. The road widths are very small and there are no proper bus stops, on loading and off-loading spots as well as car/taxi parking lots. There are quite often traffic jams resulting into inordinate delays. Adequate widening of Garkhal bazar is required to be undertaken. Or else a bye pass needs to be proposed.

(b) The most important roads meeting at Garkhal junction are single-lane as yet. These need to be widened substantially.

- (c) There are certain pockets of existing and potential residential development which need to be provided a vehicular access. These are Gosan, Kafal-Ka-Hara, Garkhal village etc.
- (d) There is possibility and trend of all future constructions to come up right on the road side. Such a trend is required to be discouraged and prevented.
- (e) There is an overall shortage of parking lots in the entire Planning Area. Road side parking is the only mode of parking of private vehicles. This reduces the carrying capacity of roads, increases journey time and makes journey risky & hazardous.

4.6 Shortage of Facilities and Services:

There is a general shortage of various facilities, amenities & services in Kasauli Planning Area. These are briefly pointed out below. The actual requirement has been worked-out for the design population in chapter - 5 only :—

- (a) Degree College is required in the Planning Area.
- (b) A stadium, adequate number of 10+2, Middle & Primary Schools too are needed.
- (c) A community Hall, a petrol pump, a bank at Garkhal bazar are also needed.
- (d) Adequate medical/health facilities are required to be provided.
- (e) Similarly we need to provide sufficient facilities regarding post and telegraph, Telephones etc.

Chamian, Mangoti, Gosan, Kasauli Gaon & Manaun are required to be developed as pockets self-sufficient in basic Urban/Rural services. This shall help achieve the cause of balanced and equitable development of entire Planning Area.

CHAPTER—5

DEVELOPMENT STRATEGY

5.1 Development Pattern :

A visit to the entire planning Area shall reveal that development upto 1990 was in the shape of isolated, unconnected and identifiable pockets or clusters. The recent developments have taken place linearly along important roads. For instance almost entire stretch of road between Kasauli and Dharampur (*via* Garkhal-Pine Grove school) has been subject to fragmentation of, land, multiple sale/ purchase of land as well as construction of hotels, cottages, restaurants Kiosks/ Shops etc. Similar trend can be witnessed along Kasauli- Jangeshu road and Garkhal Jagjitnagar Road. We have identified 11 such pockets of intense urban activities in the entire Planning Area and these are given below in order of their intensity/significance :—

- (1) Stretch of road between Garkhal to Pine Grove School (including Garkhal).
- (2) Stretch of National Highway falling within Kasauli Planning Area.
- (3) Area comprising of Gosan and Kafal-Ka-Hara.
- (4) The pocket consisting of Astra Resorts and its nearby structures.
- (5) The stretch of Kasauli-Jangeshu-Parwanoo road in between M. E. S. Pump-House and Mashobra.
- (6) The stretch of Kasauli-Garkhal-Jagitnagar road in between Ticket Hatti and Pump House.
- (7) The residential development near Sukhi Johri.
- (8) Development at Chamian/Shaktighat.
- (9) Kasauli Gaon & its adjoining areas.
- (10) Mangoti village.
- (11) Nahri/Chhatyan.

What is to be feared is that if left to itself, growth shall take place linearly along the major roads. There will be a tendency to construct shops, hotels, houses right upto the edge of the road and some would even encroach upon the carriageway. This shall turn these roads into long tunnels bounded by frequent bottlenecks. We need not go into the social economic, enviornmental & other repercussions associated with this type of growth since everybody is well conversant with them. A hilly road is constructed at a huge cost and the society pays a big amount for its maintenance and up-keep. Laying of a new road may be an easy affair of matter in plain areas. It is not so ever here in hill areas.

Ours is a democratic set-up. One can not be dictatorial in matters of Urban/Regional Planning too. Development has come up along major roads, development is coming up along them and deve'opment shall take place in future too. Only that we have to ensure systematic, planned safe, unobnoxious and healthy development overall. Two techniques are proposed for this :—

1. To ensurre strict control on all prospective constructions/developments on lands abutting major roads.
2. To develop clusters of residential, commercial & other activities away from the road heads.

5.2 URBANISATION STRATEGY/PROPOSALS :

5.2.1 Design Population :

The total population of Kasauli Planning Area was 6,801 as per 1991 census. For ensuring integrated development of Kasauli towns as well as Kasauli Planning Area, the requirements of social infrastructure are to be worked out for the aggregate future population of the two units. The total population of the two as per 1991 census stands at 11,186. With a presumptive decadal growth rate of 20% proposals shall have to be made for nearly 20,000 persons by the end of the plan period *i. e.* 2015 A. D. Out of this population of 20,000 the projection in respect of Kasauli town (not a part of planning area) and the rural areas comprising of our Kasauli Planning Area is as under :—

Kasauli town	6,000
Kasauli Planning Area	14,000

5.2.2 Development Constraints :

There is a big hindrance to the future development of Kasauli Planning Area and that is water crisis. The nearby towns of Solan, Parwanoo, Kalka etc. already have chronic ailment of water shortage. So is the case with Kasauli Planning Area. Most of the spring sources have already been tapped and Gambhar river no longer holds any promise in view of its receding and reducing potential. The Irrigation and Public Health Department has some schemes in hand as well as in the pipeline for augmentation of supplies for drinking & irrigation purposes. However, all these schemes can only meet with the requirements of natural population increase over next 15-20 years. In view of this it is suggested that: —

- (i) No large-scale acquisition be undertaken by the State Government for any major commercial, residential as well as industrial project. Earlier the Himachal Pradesh Housing Board had to drop its major scheme to plan a residential project at Nahri on account of non-availability of water supply. Acquisitions in the Government sector should only be for widening of existing roads, creation of new roads and strengthening of social infrastructure like schools, colleges etc.

- (ii) Vertical development is to be restricted. No structure or building with more than 3 storeys shall be allowed in any part of the Planning Area. However, an additional storey can be permitted only for parking of vehicles in case of such hotels, commercial complexes or houses as are to be constructed along vehicular road. In case of Agricultural belt, however, the height restriction shall be as per para 6.3 of Chapter -6.
- (iii) No major industry, hotel, restaurant, residential colony, commercial complex or group housing project shall be allowed unless and until it is certified by the Executive Engineer, I&PH Department concerned with the area that adequate water supply is available for the said project against on-going schemes.
- (iv) Since residential, commercial and industrial development is envisaged mostly in private sector, mixed landuse shall be allowed. Though requirements of schools, colleges, dispensaries, post offices, etc. have been worked out for entire Planning Area, however, their locations are being suggested broadly only. Thus while a college is proposed to be set up in village Mangoti, its exact location is not being pinpointed.

But where Government land is available, the facilities & services etc. shall be proposed invariably on such land.

- (v) No Government land in Kasauli Planning Area be transferred or leased out by the Collector unless a no-objection certificate is issued by the Director.

5.2.3. Proposed Landuse :

The Planning Area has been divided into following categories :—

1. Agriculture belt.
2. Forest Areas.
3. Village Abadis or abadi dehs.
4. Urbanisable area:

- (i) Mixed Land-use zone.
- (ii) Industrial Zone.

5.2.3.1 Agricultural Belt :

An agricultural belt has been proposed around the urbanisable area. This zone shall serve a number of purposes namely :—

- (i) It would provide day-to-day requirement of milk, eggs, vegetables etc. to the existing as well as proposed urbanised pockets.
- (ii) It would act as a buffer zone for curtailing the unplanned and unwanted growth of the urban activities.

Comprehensive zoning regulations have been proposed in Chapter-6 in respect of this zone keeping following objectives in view :—

- (i) The Panchayati Raj institutions have been given vast powers under 73rd amendment to the Constitution of India. Therefore, village Panchayats should not be required to obtain any formal permission for construction of toilets/latrines, schools, temples, community halls, sarais, rain shelters or any such building for community interest.
- ii) Basic functions relating to agricultural activities should not require any prior permission from the Director.

- (iii) Self-employment generation activities should not be outrightly disallowed even within this belt.
- (iv) Self-residential houses should not need any prior permission provided these are constructed as per prescribed limits.

5.2.3.2 Forest Area:

There is lot of land under Government forests in Kasauli Planning Area. These have been indicated in the existing and proposed land-use maps. These forests are of various kinds like protected forests, unprotected forests, reserve forests etc. Besides substantial private land also has forest cover upon it. Kasauli town owes its character mainly to these forests.

It is proposed to maintain and preserve all these forest areas. In case of private forests no urban activity involving felling of trees and despoiling of hill slopes shall be permissible. The State Government should acquire such private forest lands to maintain these forests. Some of them can be developed as city forests in order to promote tourism, picnics, water sports, excursions and adventure sports etc.

Since, it is not possible to mark these private forest lands at the town map scale, sector plans or town development schemes to be prepared after the publication of the Development Plan shall take care of such areas.

While considering cases in the private wooded area it is to be ensured that minimum cutting or felling of trees is allowed and only personal/family requirements are permitted. No hotel, commercial, industrial or any other urban activity should be allowed if it involves felling of a number of trees or if the site is steep and/or unstable.

5.2.3.3. Village Abadis :

The existing village abadis or abadi deh areas are proposed to maintain their existing status only. These areas shall not be acquired for the purpose of replacing them with new residential or any other type of development. However, the State Government may with a view to extend an existing forest area or create a new forest area or to construct a new road or a public utility building, acquire some or whole of a village abadi area.

The zoning regulations for village abadis have been framed in such a manner that re-construction or construction of a house, shop buildings for public use upto 3 storeys shall be allowed without obtaining any prior permission from Director. The detailed regulations are given in Chapter-6.

5.2.3.4. Urbanisable Area :

5.2.3.4 (A) Industrial Zone :

Industry is an employment generating activity. However, these must be proposed and set up with utmost care in hill areas. Only non-polluting, less traffic-creating and safe industries should be encouraged in such areas. It is also a well-known fact that industries get benefitted most when located together in a group.

Presently there are 3 main industries in Kasauli Planning Area :—

1. P.A. Pinions.
2. Jubber watch Factory
3. Kasauli Brewery.

Whereas P.A. Pinions and Jubber watch Factory are non-polluting in nature, Mohan Meakins Brewery is not entirely so. While walking on the approach road from Garkhal to Kasauli Gaon or moving around the factory premises one experiences the odour/smell usually associated with brewery plants. But at the same time there are not much gaseous and liquid effluents and residents of the locality do not have much complaint about this. In fact this factory is a very-very old unit and is a big source of employment to the local people. It is suggested, therefore, that this unit may continue to function here provided no expansion is undertaken by the management and better control exercised on gaseous as well as liquid effluents.

No further major or medium industrial units shall be established in Kasauli Planning Area unless it is proven that such a unit is entirely eco-friendly, does not involve felling of trees, does not pose any threat to the living or working environment of the locality, shall not lead to traffic problems or hazards and also shall not require huge consumption of water. Director, Town & Country Planning shall permit an industry only after the panchayat concerned does not express any objection to the proposed unit.

Small scale and service industry can be permitted in the urbanisable area but the conditions or guiding factors should remain same as are applicable to medium industries.

5.2.3.4. Mixed Land-Use Zone :

The concept of mixed land-use has been evolved for allowing future growth & development within proposed urbanisable area. Following are the reasons/grounds for adopting this concept :—

- (a) A glance at the existing land-use map or a visit through Kasauli Planning Area shall reveal the fact that majority of the ground area is covered with Government forests or private wooded lands. Besides there is a vast share of land which can be classified as steep and undevelopable. Leaving aside these forbidden patches for urban development, hardly any scope is left to conceive or plan any major urban activity within this planning area. Hence as earlier stipulated in Chapter-3, this Development Plan cannot be a normal exercise for our Planning areas. Kasauli needs to be preserved, conserved & protected. Its future growth needs to be guided and controlled through a set of well-tailored building bye-laws and land-use regulations. Simultaneously the infrastructural base needs to be improved a lot. This justifies a deviation from the usual land-use planning techniques being adopted by the department in respect of other planning areas.
- (b) As stated earlier, there is an utter shortage of water in Kasauli Planning Area. One cannot think of any sectoral development, townships or planned colonies coming up around Kasauli town. Therefore, it appears illogical to reserve huge chunks of land under residential, commercial & other uses. This will only add to the hardships of the local people. No major land acquisition is being proposed under this development plan.
- (c) As is evident from the proposed land-use structure given at the end of this chapter, nearly 200 hectares of land alone is fit for development. Most of this is owned by the local residents and shall continue to serve their bonafide requirements. As is visible from the trend of growth over past decades, major development is coming up only along main roads. Certain residential/hotel projects indeed are in the pipeline and many more may come up in future too, however their cumulative effect is just a fraction of the development taking place at Solan, Shimla, Parwanoo or other nearby towns. The future projection of population of planning area is 14,000 persons. Hardly any significant urbanisation can be expected to occur out of this figure.

In the zone of mixed land-use, only such activities as are incidental, conforming and compatible with one another shall be permitted provided these are also un-hazardous, eco-friendly and safe. Some of the non-conforming and incompatible combinations of activities are illustrated in para 6.6 (B) (1) of Chapter-6.

Proposals with regard to various uses/activities in the mixed land-use zone are given below:—

5.2.3.4.(B) 1. Traffic and Transportation :

To tackle the problems relating to traffic and transportation following proposals are made :—

1. As highlighted earlier, Garkhal is the biggest bottleneck. There are five roads converging at this junction. The 150 years old carriageway has been reduced to a jumble of narrow tunnels through which vehicles pass only with great difficulty. There are occasional jams resulting in loss of precious time, energy and economics. It is easy to observe that there are no bus stops, parking lots etc. Buses, Taxis, cars, scooters stop anywhere. Buildings, shops, houses all open directly on the roads posing a big threat to the little children and old persons. One can only imagine the proportion of this problem in next say, 10 or 15 years. The situation warrants extreme urgency and it is responsibility of the Government as well as the society to find out a worth while solution. Unfortunately solutions are not many. The short-term solutions include traffic management and traffic regulations. These include :—

- (a) Developing proper & planned bus stops for down-hill and up-going buses. All buses coming from Kasauli & Jagjitnagar & heading towards Dharampur shall stop at the spot nearly 1/4 Km. down from Garkhal bazar. Similarly all buses going towards Kasauli & Jagjitnagar shall stop at places upstream from the bazar proper.
- (b) No trucks or matadors shall be allowed to park in the bazar area between 9.00 A.M. to 8.00 P.M. on all the days of the year. For loading and off-loading specific spots be earmarked in such a way that the vehicle does not reduce the effective width of the road.
- (c) taxi stand-cum-parking lot has been proposed.

II. The long term solutions available to us are :

(a) Widening of Garkhal Bazar :

This solution has been deeply studied and analysed but found to be unviable. Firstly it involves uprooting a sizeable portion of local population including their hearths & homes as well as employment. Secondly it involves a gigantic cost to do so. Besides it is now too late to adopt this measure.

(b) Construction of Bye Pass :

Nearly 70 % of the traffic passing through Garkhal Bazar is destined between Kasauli and Dharampur. This proportion goes upto more than 80 % during peak season. Hence a bye-pass to Garkhal bazar along Kasauli-Dharampur road appears a natural solution and is therefore being proposed. The viability as well as practiability of this remedy was assessed in detail. Fortunately there is a new proposed road link from Garkhal Bazar to Jabli on the National Highway. Nearly 300 meter of this road shall act as bye-pass does not involve up-rooting of a single building even. It however, shall involve acquisition of land for the said purpose.

- (c) It is proposed that the road link between Garkhal & Jabli be undertaken in hand. This shall help ease pressure on Garkhal -Dharampur road to a great extent in the longer run.

(d) The link road to Nahri is proposed to be linked with the existing link between Garkhal and Kasauli Gaon. This road shall help develop the areas on both sides of the road.

III. The three most important roads in the Kasauli Planning Area are all one-way. It is proposed to widen these roads. The total acquired width of roads is proposed to be 15 meters. Top priority is assigned to the Garkhal-Pine Grove-P.A. Pinions road, second priority to Kasauli-Jangeshu-Parwanoo road & third priority to Garkhal-Shaktighat road.

IV. M/s. K. K. Ropeways have undertaken a ropeway project between Jabli and Kasauli. Work on the project is already under-way. While tourists coming to Kasauli shall increase manifold after the completion of this project, it shall not result into any substantial increase in the number of cars, taxis or two-wheelers since the persons coming to Kasauli via ropeway shall park their vehicles on the National Highway itself.

V. There is a road proposed by H.P.P.W.D. for Gosan & Kafal-Ka-Hara. This road can also be a yet another link to Parwanoo. Besides this road shall help develop Gosan & Kafal-Ka-Hara as a residential pocket.

VI. Road-side parking of vehicles is a common sight in entire planning area. During peak season the problem gets aggravated to substantial proportions. One such spot has been identified and proposed for car parking near Garkhal junction. This parking lot is being proposed on the piece of Government land available. A number of other such spots need to be earmarked in various pockets/localities. However, these spots can be identified while preparing sector plans or town development schemes only.

5.2.3.4 (B) 2. Facilities and Services :

(i) Banking Facility :

Presently there is a branch of State Bank of Patiala and of Bank of Baroda operating in Kasauli town. One branch of a bank needs to be opened at Garkhal bazar.

(ii) Post and Telegraph :

Presently there is a post office each at Chamian, Garkhal, Mando-Matkanda, Dharampur Bathol & Jangeshu. Telegraph facilities are at Garkhal and Dharampur Bathol only. Post Offices are proposed at Kasauli Gaon, Gosan & Manaun. All villages should have telephone/communication system.

(iii) Bus Stand :

The existing bus stand at Kasauli is sufficient to meet with the requirements for next 10 years.

(iv) Taxi Stand :

Presently there is a permit system for cars/taxis to enter Kasauli town. In a number of cases the vehicle owners as well as taxiwalas park their vehicles on the main road behind the check-post. A parking lot has been proposed in Garkhal bazar. The Cantonment Board too should plan such a lot within the Cantt. area.

(v) *Cinema :*

There is no cinema House in Kasauli town. Nor is one needed on account of lack of supporting population. Besides increasing number of channels on Doordarshan and extension of cable service have reduced the utility of a cinema house enormously.

(vi) *Fire Station :*

There is presently one fire station owned by M.E.S. within Kasauli Cantonment area. The same attends to areas outside the Cantonment as well whenever a need arises. However, a fire hydrant is needed to be provided at Garkhal Bazar. The three industrial units namely Kasauli Brewery, P.A. Pinions & Jubber Watch Factory should have suitable fire fighting systems of their own.

(vii) *Educational Facilities :*

- (a) A Degree College is needed to be established within the planning area. It is proposed to establish the same at Mangoti on account of its accessibility and suitability of land.
- (b) A stadium is proposed at Chamian.
- (c) The High School at Chamian is proposed to be upgraded to 10+2 level.
- (d) A High School is proposed at Mangoti.
- (e) A Middle School is proposed in Kasauli Gaon & Gosan.
- (f) The requirement of Primary School shall be worked out at the time of preparing sector plans.

(viii) *Medical Facilities :*

- (a) Primary Health sub-centre at Chamian is proposed to be upgraded to Primary Health Centre (P.H.C.)
- (b) A dispensary is proposed at Mangoti, Gosan & Manaun.

(ix) *Petrol Pump :*

There is no petrol or diesel pump in entire Planning Area. A petrol-cum-diesel pump should therefore be allowed on Garkhal-Dharampur road but it should be planned in such a manner that it causes no hindrance to the traffic.

(x) *Community Hall :*

A community Hall-cum-wedding place is needed in the area and is proposed as Garkhal

5.2.3.4. (B) 2 (i). Government land in Kasauli Planning Area shall be reserved for facilities & services only.

5.2.3.4. (B) 3. Water Supply :

As highlighted in detail in previous chapter, there is general scarcity of water in this region. The Irrigation & Public Health Department has a number of augmentation schemes either in hand or in pipeline, but these are meant only to cope with the existing shortages of drinking water or the natural increase of population for next 10-15 years. The existing as well as potential sources are springs, nallahs, Gambher khud & Beja khud. All these sources put together cannot sustain requirements of any new township or a big residential scheme within the

Planning Area. This single factor is going to act as a great hindrance to any rapid urban development in Kasauli Planning Area. History of the world is a witness to the fact that all ancient towns were planned near major sources of water e.g., seas, oceans, rivers, lakes etc. A number of towns lost their identity or significance on account of water shortage. In modern context too, the society is paying a heavy price for maintaining necessary supply of water to big cities like Delhi, Shimla, Chandigarh etc. But then these cities are primate cities of the country. Kasauli is no such city or town. It is no use spending millions in order to create a jungle of brick, cement & mortar like the ones created in Shimla & its surroundings. Therefore, no major efforts or proposals aimed at encouraging large scale urbanisation shall be supported until and unless a viable dependable & cost effective source of water supply is identified and a major water supply scheme undertaken at site.

5.2.3.4 (B) 4. Tourism :

Kasauli is popular on account of its extreme nearness to the nearby plain areas. It is the temperature difference, an offer of a charming view and peaceful environment that attract an individual from the hotter plains down below. The utter nearness of the town to the plain areas and the inadequate development of tourist infrastructure do not encourage longer halts at this station. People and the tourists of ten complain that except Monkey Point there is nothing special worth a visit. The malls too do not have any shops, hotels, restaurants, bars, dhabas etc. Moreover, there are no other points or places of major tourist attraction in the near vicinity of Kasauli town. The Himachal Pradesh Tourism Department as well as the Himachal Pradesh Tourism Development Corporation have both stopped attaching any priority to this hill station. Except the ropeway project between Jabli & Dochi there is no new major scheme/project proposed by these agencies. The proposals with regard to Kasauli town (though it does not fall within the Planning Area) as well as the Planning Area are being given separately below :

Kasauli Town :

There is no iota of doubt that it is the Kasauli town itself that attracts tourists from the plains below. The areas outside the town do not have so much tourist potential as the town itself has. In fact the surrounding areas get benefitted on account of the tourist attraction of the town only.

The Hotel Ros Commons being run by H.P.T.D.C., hotels Alasia, Maurice, R. Maidens, Anchal and Emm Ell in the private sector, circuit house & H.P.P.W.D. Rest House are able to cater to the tourist influx except in extreme peak season. The proposed ropeway project is also likely to add to the number of tourists visiting and staying at Kasauli in a big way.

Before suggesting any measures for strengthening of tourist related infrastructure for Kasauli town it is imperative to go into the aspect related to National Security. The IAF installations near Monkey Point are highly sensitive components of national defence. We can not and should not compromise with this significant issue. The Ministry of Defence has already put checks on the movement of Indian as well as Foreign tourists or visitors inside the I. A. F. area. The famous Monkey Point is surrounded on all its sides by this area. No cameras or luggages are allowed beyond the check post at the junction of the two malls. In view of this scenario no major hotels, commercial areas and such-like activities are recommended for tourism development within Kasauli town.

At the same time, however, there is need to provide some essential infrastructural facilities like urinals, toilets, water-taps, rain-shelters, sitting spaces or platforms along the upper mall as well as the lower mall. Besides one or two telephone booths (STD & ISD), first aid centres, a few ice-cream parlours, gift shops, coffee shops etc. need to be created here and there along the

two malls. However none of such structures should be pucca. These may be of low height, built as per hill architecture & on the hill sides only.

No new buildings in the shape of sarai, langer hall etc. be allowed to be constructed in the Monkey Point premises. This is important for maintaining national security, reducing congestion & commercialisation, protecting hill slopes, valley views and calm plus quite atmosphere.

It is suggested that H. P. T. D. C. should run package tours to Kasauli from nearby towns like Chandigarh, Panchkula and Ambala. Such tours should be organised during transit season. Mini buses shall be ideally suited for such tours. Buses can start at say 7.00 A.M. from Chandigarh and reach back there at 7.00 P. M. The tourists shall get 8 to 9 hours of stay at Kasauli. Such tours shall attract a vast number of middle class families on account of their being economical with respect to taxis & cars.

Kasauli Planning Area :

So far as Kasauli Planning Area is concerned the tourist activity has mostly confined itself to the major roads only. For instance hotels, restaurants, tea/coffee shops have come up almost along the entire stretch of Garkhal-P.A. Pinions road. Similar trend has been noticed along Garkhal-Jagjitnagar and Kasauli-Jangesha-Parwanoo roads. It is suggested that Government or private forests be developed so as to promote picnics, water sports, excursions and adventure sports etc. Under tourism development only such activities shall be allowed whereby tented, temporary, small and make-shift accommodation are proposed.

5.2.3.4(B) 5. Recommendations in respect of Kasauli Cantonment :

Kasauli town is under the control of Cantonment Board. Kasauli, but it is not out of place here to suggest measures for preservation of the character of Kasauli town. In fact the town and its surrounding areas are closely dependent upon each other in many respects. Following suggestions/recommendations are being given for improvements within Kasauli Cantonment Board :—

- (a) Every possible effort should be made to preserve the cultural heritage, hill architecture and old glory of the town. The historical Christ Church & other such buildings of cultural significance need to be preserved through special efforts.
- (b) No building in the town should be allowed to exceed 3 storeys in any case.
- (c) No building to be constructed on the valley side along upper or lower Mall should rise above the road level. This measure shall help maintain valley views.
- (d) All forests and open spaces should be protected and preserved. No major building blocks should be allowed to be constructed at any cost. Restrictions need to be imposed in the Government sector too.
- (e) Parking provision needs to be strengthened. It is especially needed at the entry point of the town. This shall help prevent road-side parking of vehicles.
- (f) Rain-shelters, kiosks or sheds to be constructed along road side must be designed in such a manner that their architecture bears a resemblance to the local environment.

Table : Proposed land-use structure of Kasauli Planning Area :

Sl. No.	Use	Area in hectares	%age total area
1.	Government forest	105	8.00
2.	Private wooded areas :		
	(i) Outside urbanisable area	12)	
	(ii) Inside urbanisable area	290)	302 23.03
3.	Traffic & Transportation	51	3.89
4.	Commercial	5	0.38
5.	Industrial	4	0.30
6.	Public & Semi-Public	9	0.68
7.	Mixed land-use	606	46.22
8.	Agricultural belt	229	17.50
Total ..		1311	100.00

The urbanisable area comprises of nearly 967 hectares. Leaving aside wooded areas, abadi dehs, steep slopes & undevelopable lands it is estimated that nearly 200 hectares of net land shall be available for urban functions/activities in future.

CHAPTER-6

ZONING AND SUB-DIVISION REGULATIONS

6.1. Under the provisions of Himachal Pradesh Town & Country Planning Act, 1977 control is to be exercised on the further sub-division or parcelling or fragmentation of land as well as on future constructions. Therefore, this chapter contains following regulations :—

1. Sub-Division Regulations.
2. Zoning or landuse regulations.

The Planning Area has been divided into following broad categories :—

1. Agricultural belt.
2. Forest Areas.
3. Village Abadis or Abadi dehs.
4. Urbanisable area :

- (i) Mixed Land-use zone.
- (ii) Industrial Zone.

It is again made clear that the Cantonment town of Kasauli is not included in the Kasauli Planning Area. As per section 1(4) of the H.P. Town & Country Planning Act, 1977, the Act is not applicable to lands comprised within a Cantonment under the Cantonments Act, 1924.

6.2 The following are some special regulations applicable to entire Kasauli Planning Area :—

- (a) No building shall be constructed or raised above the road level on the valley side in case of following sections of roads so that valley view is fully preserved and protected:—
 - (i) The lower Mall road.
 - (ii) From Garkhal to Pine Gove School on Kasauli-Dharampur road.
 - (iii) From Garkhal to pump house near Chabal on Kasauli-Jagjitnagar road.
- (b) No building or structure shall be raised or constructed within 7.5 meters from the edge of the acquired width of National Highway falling within Kasauli Planning Area.
- (c) No building or structure shall be raised or constructed within 5 M from the edge of the acquired width of roads mentioned below :—
 - (i) Kasauli-Jangeshu-Parwanoo.
 - (ii) Kasauli-Garkhal-Dharampur (via Pine Grove School).
 - (iii) Kasauli-Garkhal-Dharampur (via Sukhi Johri)
 - (iv) Kasauli-Garkhal-Jagjitnagar.
- (d) No building to be constructed in the urbanisable area, shall exceed three storeys. However, one additional floor may be permitted for parking of vehicles in case of such hotels, commercial complexes or houses as are to be constructed along vehicular roads. Such an additional floor shall be used only for parking of vehicles. Open parking of vehicles shall be allowed on top of the roof in case of buildings to be constructed on valley side of the roads mentioned at (b) and (c) above.
- (e) The principle of existing building line for defining front set-back of a building shall be followed only in case of Garkhal Bazar as explained below :—

From Garkhal junction to :—

- (i) The building of Sh. Girhdari Lal on right side of Garkhal-Kasauli road.
 - (ii) The building called as Mohini Sunrise Cottage on the left side of Garkhal-Kasauli road.
 - (iii) The Society building on Kasauli-Brewery road.
 - (iv) The house of Sh. Bihari Lal on left side of Garkhal-Jagjitnagar road.
 - (v) The shop of Sh. Narayan Singh on right side of Garkhal-Jagjitnagar road.
 - (vi) The house of Sh. Hans Raj on left side of Garkhal-Sukhi Johri road.
 - (vii) The existing shops on left side of Garkhal-P.A. Pinions roads.
 - (viii) The house of Sh. Govind Singh on right side of Garkhal-P. A. Pinions road.
- (f) No permission of any sort shall be required by the village Panchayats for construction of toilets/latrines. Nursery/Primary School, temples, community halls, rain-shelters or any such building for community interest provided these do not exceed three storeys in the urbanisable zone and two storeys in the agricultural belt and are not commercial in nature.
 - (g) For proposals involving construction of a hotel, group housing scheme or a major commercial/economic activity, the applicant shall have to procure a water

availability certificate from the Executive Engineer of I & PH Department dealing with the area and submit the same at the time of submitting his case to the Director. This certificate shall be issued by the Executive Engineer against the water available out of existing water supply schemes.

6.3 Agricultural Belt (Zone-A) :

Agriculture as per definition under section 2(a) of the Himachal Pradesh Town & Country Planning Act, 1977 includes horticulture, farming, raising of annual or periodical crops, fruits vegetables, flowers, grass, fodder, trees or any kind of cultivation of soil, the reserving of land for fodder, grazing or thaching areas, breeding & keeping of livestock including cattle, horses, donkeys, mules, pigs, breeding of fish and the use of land ancillary to the farming of land.

6.3.1. Sub-Division of land in this zone shall be allowed only for agricultural purposes. As per section 16(a) of the Act the Director shall not refuse permission if the change of use of any land is for the purpose of agriculture.

6.3.2. The permissible uses in agricultural zone shall be as follows :—

- (a) Construction of a cow-shed, green-house, overhead or underground water tank, latrines, temporary or katcha shed/structure purely incidental to agricultural purposes and live-stock etc., pump-houses and biogas plants. No sanction of any kind shall be required for such activities.
- (b) Construction of schools, libraries, religious buildings by Central or State Government or village Panchayats. Provided that no such building shall exceed 2 storeys.
- (c) Pucca structure for self-residential use upto 120 sqm. plinth area i.e. farm house shall be permissible provided such buildings do not exceed 2 storeys including an attic/bar-sati. However, the applicant shall have to submit a simple application to the Director before taking any construction. The application shall contain the following description :—
 - (i) Name of the applicant.
 - (ii) Activity/Construction proposed
 - (iii) Description of land i.e. Khasra No., Mohal, name of revenue village.
 - (iv) Line plan of the proposed construction.
- (d) Single-storeyed structures for self-employment activities e.g. shop, atta chaki, poultry-farm, dairy, godowns for food, seeds, fertilizers, agriculture equipments, service industry and small scale industry promoting agriculture. A simple application shall be submitted to the Director before undertaking any such construction at site but location and infrastructure standards shall be finalised in consultation with the Director. The application shall contain the following description :—
 - (i) Name of the applicant.
 - (ii) Description of activity proposed & land.
 - (iii) A location /site plan describing the exact location of the site.
 - (iv) Line Plan of the proposed construction.

Each such application shall be accompanied with a recommendation of the Pradhan that the proposed activity/construction is not going to cause any nuisance and that there is a proper approach path existing or proposed by the applicant.

6.4 Forest Areas (Zone-F) :

Every effort shall be made to preserve and protect the existing forest areas. While Government forests are expected to maintain their *status-quo*, the private forests shall also be preserved and protected.

Activities promoting afforestation, wild life, picnics and tourism alone shall be permissible. Under tourism only such activities with the permission of Forest Department shall be allowed whereby tented, temporary, small and make-shift accommodations are proposed. Felling of trees shall not be allowed for any of the activities mentioned above.

3.2 Village Abadis (Zone-V) :

Areas coming under existing village abadis or abadi dehs shall have separate regulations for them.

- (a) Construction of a residential house, shops, nursery, primary & middle schools, buildings of public utility and service industry shall be permissible. No obnoxious activity as may pose any danger to the living environment would be permissible in such an area.
- (b) No building shall exceed three storeys in any case.

A simple application shall have to be submitted to the Director before undertaking any construction. The application shall contain the following description :—

- (i) Name of applicant.
- (ii) Activity/construction proposed.
- (iii) Description of land i.e. Mohal, name of revenue village.
- (iv) A location/site plan (not to scale).
- (v) Line Plan of proposed construction.
- (vi) Recommendation from the Pradhan of village Panchayat.

6.6. Urbanisable Area (Zone-U) :

6.6(A) Sub-Division Regulations :

No sub-Division of land shall take place except with the prior permission of Director, Plots registered before October, 1992 (Land-use was frozen under Section 15-A in September, 1992) shall be treated as plots irrespective of their size subject to the condition that their owners make a provision to leave minimum 3.00 meters wide path abutting one side of the plot.

6.6(A)(1). Sub-Division of land shall be permitted in accordance with natural profile/topography (shown on a contour map), along with drainage of the land, access road, orientation, wind direction & other environmental requirements and according to prescribed landuse in the Development Plan. Natural flora shall be preserved. Unless site conditions prohibit, plots shall be permitted at right angle to the road with proper shape and dimension, so that optimum use of land is ensured.

6.6(A)(2). Development/Sub-Division of land shall not be permitted in area where basic services like paved roads, drainage, water-supply, sewage disposal, electrical supply line, street lighting etc. do not exist. The developer shall apply to develop the requisite services/infrastructure and letter of intent for the same may be given to him/her/them. Final permission for sub-division of land shall be given as and when services are developed. Roads and services are to be provided in a particular sub-division of land in consonance with the adjoining

infrastructure/proposals of the Development Plan. Unless site conditions prohibit, no subdivision shall be allowed with direct access from the National Highway.

6.6.(A)(3). One side of every residential plot shall abut about minimum 3m wide vehicular road. In case of plot/land abutting existing road/path, width of same shall be increased to meet requirement of these regulations by getting additional strip of land surrendered from the land owners on either sides of such road/path equitably or in accordance with topography of land and feasibility. Right of ownership/use of such land which is earmarked for path/road shall be surrendered/transferred to the development authority/local body by owner of the plot without any compensation.

6.6. (A) (4). If number of plots abutting any road is more than 10, width of road shall not be less than 5 meter and adequate provision of parking for vehicles shall be made.

6.6.(A)(5). Everage slope/gradient for regional roads shall have to be 1 : 20. However, local roads in town may be allowed with slope/gradient upto 1 : 10. Additional width of carriage-way shall be provided on curves for ensuring smooth flow of traffic.

6.6. (A)(6). Minimum area of a plot for a detached house shall not be less than 150 sqmtrs. In case of plots meant for semi-detached and row housing, minimum size shall be 120 sqmtrs. and 90 sqmtrs. respectively provided that front, rear and side set back regulations are fulfilled.

6.6. (A)(7). Minimum width of plot for row, semi-detached and detached type houses shall be 5 mt., 8 mt. and 10 mts. respectively. Ratio of depth to width of the plot shall normally range between 1½ and 3. For social housing schemes sponsored by the public agencies for economically weaker section and low income groups, the minimum size of plot shall be 60 sqmt.

6.6(A)(8). Semi-detached house construction shall be allowed on plots upto 150 sqmtrs. and row housing on plots upto 120 sqmtrs. subject to maximum of such plots do not exceed 10 in a row after which gap of seven meters shall be left. Although minimum size of plot for construction in a row with two common walls, has been kept as 90 sqmtrs. yet in exceptional circumstance considering economic site conditions, minimum size of plot in row with two common walls upto 60 sqm. for houses may be allowed. Provided that front and rear set-back regulations are fulfilled, so as to provide smallest possible residential construction in a planned manner for benefit of economically weaker sections of the society.

6.6(A)(9). If the number of proposed plots exceeds 10, provision of parks/lots shall have to be made in the centre of the scheme area. Such parks cannot be built-upon and sold in any manner in future. The area to be proposed under parks shall not be less than 8% of the total scheme area. Right of use/ownership of this land shall be transferred/surrendered to the development authority/local body. The owner would not claim any compensation in lieu of this. The authority or local body shall be responsible for maintenance of surrendered paths, parks etc.

If the number of proposed plots exceeds 40, provision shall have to be made for educational, religious and other community facilities as per the size of the scheme.

6.6(B) Zoning Regulations :

6.6 (B) (1). Mixed landuse shall be allowed in the entire urbanisable area. Specific areas of higher development potential as identified in Chapter-5 can be taken up for the preparation of sector plan under sections 21 to 24 of the Himachal Pradesh Town and Country Planning Act, or a town development scheme under sections 51 to 53 of the Act. The mixed landuse shall include only such activities as are incidental, conforming and compatible with one another. No

obnoxious, environmentally hazardous or non-conforming functions shall be allowed. For instance, following sets of activities should not be allowed :—

- (a) A school or a college in the vicinity of a bus-stand or right on a busy road.
- (b) A petrol pump in a predominantly residential locality.
- (c) A hotel on a plot surrounded by purely residential building and in a dense residential pocket.
- (d) A slaughter house or a crematorium nearby a dwelling area.
- (e) An activity likely to cause air, noise, dust, water or surface pollution right in a residential area and so on.

Thus need-based activities shall be allowed in the entire urbanisable area provided these are eco-friendly i.e. do not involve any cutting of trees, vegetation and hill slopes. The area separately proposed under industries shall however, be considered for industrial use only.

6.6.(B)(2). No formal permission shall be needed for construction of houses for self-residential use or structures for self-employment activities and public utility buildings in a plot located more than 150 meter away from following sections of roads:—

- (a) Kasauli-Jangeshu-Parwanoo.
- (b) Kasauli-Garkhal-Dharampur (via Pine Grove School).
- (c) Kasauli-Garkhal-Dharampur (via Sukhi Johri).
- (d) Kasauli-Garkhal-Jagjitnagar.

However, a simple application shall have to be submitted to the Director, before undertaking any construction. The application shall contain the following description :—

- (i) Name of the applicant.
- (ii) Activity/construction proposed.
- (iii) Description of land i.e. Khasra No., Mohal, name of revenue village etc.
- (iv) Location/Site plan.
- (v) Line Plan of construction.
- (vi) Recommendation from the Pradhan of Gram Panchayat concerned.

Regulations shall none the less be followed in respect of the activity/use proposed to be undertaken by an owner/applicant. The owner or the person who undertakes a construction/development shall be fully responsible for any deviation from the zoning regulations given in this chapter.

6.6.(B) (3) Residential Use :

6.6.(B)(3) 1. Minimum size and Requirement of Plots :

The construction of buildings for residential use shall not be permitted on any plot which has an area of less than 90 sqmtrs. Plots registered before October, 1992 shall, however, be considered. Relaxation shall be granted in case of Government housing schemes for houseless namely Gandhi Kutir Yojna, Indira Awas Yojna and E. W.S. etc.

6.6.(B)(3) 2. The maximum covered area and set-backs shall be governed by the following table :—

Sl. No.	Plot size in sqm.	Type of Const.	Max. coverage permissible	Set backs		
				Front	Side	Rear
1.	Upto 120 Sqmtrs.	Row	75%	2.0	—	2.0
2.	120—150	Semi-detached	75%	2.0	2.0	2.0
3.	150—250	Detached	60%	2.0	1.5	2.0
4.	250—500	Detached	50%	3.0	2.0	2.0
5.	Above 500	-do-	40%	5.0	3.0	2.0

Note :—

- Maximum permissible coverage shall be subject to fulfilment of prescribed set-backs.
- For plots having side set-back of 3.0 meters and more construction of garrage upto 5m. depth in ground floor shall be permitted touching rear boundary of the plot provided total coverage remains within the maximum permissible limit and not opening is left on the side of the adjoining plots.
- Roof slab/chajja projection over door/window opening shall be limited upto 45 cm. over set-back on all sides.
- Minimum and maximum floor height for residential buildings shall be 2.70 mtr. and 3.50 metres. respectively.
- No projection and opening shall be provided on the sides of common wall in case of row and semi-detached houses. However, the owner of plots of either sides shall have an option to construct a common wall.

6.6(B)(4).Hotels :

6.6(B)(4) 1. Set backs and coverage shall be as follows :—

Sl. No.	Plot area	Max. coverage permissible	Set backs		
			Front	Side	Rear
1.	Upto 300 Sqm.	60%	3.0	2.0	2.0
2.	300 to 500 Sqm.	55%	4.0	3.0	2.0
3.	500 to 1000 Sqm.	50%	5.0	3.0	3.0
4.	Above 1000 Sqmtrs.	40%	5.0	4.0	4.0

6.6.(B)(4) 2. Parking area at the rate of one car parking space per two suites shall have to be left. Only temporary cover/shed shall be allowed if open or ground parking is to be proposed.

6.6 (B) (4) 3. A hotel shall not be permitted in following cases where :—

- The plot area is less than 150 sqmt.
- Adequate set-backs cannot be maintained.
- There is intense residential development on all sides of the site in question.
- The construction of a hotel is likely to vitiate the living/working environment of an area.

6.6(B)(4) 4. Same standards shall apply to guest houses as for hotels.

6.6. (B)(5). Group Housing Schemes :

6.6.(B)(5) 1. Not more than 60% area of the scheme shall be built upon. Remaining area shall be reserved for parks, open spaces, paths, roads and open parking, such an area can not be built upon & shall not be sold in any manner.

6.6(B)(5) 2. An individual building block shall not have a plinth area of more than 100 Sqmtrs. Minimum distance of 2.5m shall be proposed between every two building blocks.

6.6(B) (5) 3. It shall be the responsibility of a housing society to maintain the area under roads, parking, parks & open spaces. In the event of the scheme being handed over to the village panchayat/ local body, the responsibility of maintaining the same shall rest with the local body itself.

6.6.(B)(5) 4. Every effort shall be made to ensure that no cutting of precious and old trees is involved, i.e. Barota, pipal etc.

6.6(B)(6) Commercial use :

6.6.(B)(6) 1. For commercial-cum-residential use the set backs, coverage etc. shall be the same as for residential use given in para 6 6 (B)(3) 2.

6.6(B)(6) 2. The regulations of Garkhal Bazar defined in Para 6.2 (e) shall be as below :—

- (a) Front set-back shall be defined by the Bazar line.
- (b) Side set-backs shall not be compulsory.
- (c) A minimum rear set-back of 2.0 meter shall be compulsory.
- (d) The coverage restrictions shall not apply. However, adequate provision of light and ventilation shall to be made by the applicant.

6.6 (B) (6) 3. For purely new commercial schemes/proposals :—

- (a) A minimum front set-back of 3.0 M shall be compulsory for plots upto 250 sqmtrs. 4.0 mtrs. for plots 250—500 sqmtrs. & 5.0 m for plots more than 500 sqmtrs.
- (b) Coverage shall not exceed 50% of the plot area.
- (c) Adequate parking areas shall be proposed within the scheme area.
- (d) Sufficient and separate entries as well as exists shall be provided in the commercial buildings for emergencies like fire etc.
- (e) Where rear set-back, is proposed it shall not be less than 2.0M.

6.6 (B)(7) Industrial Use :

6.6.(B)(7) 1. No major industry of any kind shall be permitted. However, medium scale industry shall be permitted only if it poses no environmental hazard. Such an industry would not have any toxic gaseous, liquid or solid wastes. It should be least noise-creating one.

6.6 (B) (7) 2. Minimum size of plot shall be 400 sqmtrs. In case of service/light industries the minimum plot size shall be 250 sqmtrs. with a minimum width of 10 meters. Ceiling height shall not be less than 3.0 M. Layout and design of industrial area as earmarked in the Development Plan shall be as per requirements of the industry and approved by the Director.

6.6.(B)(7) 3. The permissible coverage and set-backs in the industrial area shall be as under :—

Sl. No.	Type of Industry	Size of plot sqmtrs.	Coverage	Set-Backs (mtrs.)		
				Front	Side	Rear
1.	Small Scale/service industry	Upto 1000	50%	3	5	5
2.	Medium	1000 to 5000	40%	5	5	5

3.6. (B)(8) Facilities, Services, Government and Semi-Government Offices :

The set-backs & coverage etc. shall be as follows :—

Sl. No.	Plot Area	Permissible coverage	Set-backs		
			Front	Side	Rear
1.	Upto 250 sqmtrs	50%	3.0	2.0	2.0
2.	250—500	40%	4.0	2.0	2.0
3.	500—1000	40%	5.0	3.0	2.0
4.	Above 1000 sqmtrs.	30%	5.0	4.0	2.0

Adequate parking provision shall be made. Landscaping shall be done on road site & other sides of the plot. Buildings shall be constructed as per hill architecture & design.

CHAPTER-7

PHASING, COSTING AND IMPLEMENTATION

7.1. Phasing :

Following phases have been proposed :—

Phase-I
Phase-II

(1998—2007)
(2008—2015)

Under Phase-I following activities shall be undertaken. Remaining activities shall be undertaken in Phase -II:—

- Widening of Garkhal-P.A. Pionions road
- Construction of Garkhal Bazar bye-pass.
- Construction of bus-stops near Garkhal bazar.
- Upgrading of High School at Chamian to 10+2 level.
- Upgrading of PHS at Chamian to PHC.
- Additional forest pockets to be developed near Chabal-Ki-Dhar, Sanawar School. and Manaun.
- Acquisition of land for c/o a college at Mangoti.

7.2. Costing :

No major acquisitions are proposed for residential development. Acquisition of land shall be undertaken only for development of road network, forest areas and social infrastructure like college, school, stadium and such other activities. Anticipated costs on lump-sum basis are as under :—

	Rs. in lacs.
(a) Acquisition of land to be brought under additional forests	.. 50.00
(b) Development of tourist infrastructure e.g. urinals, toilets, tea/coffee shops, Kiosks, telephone booths, sitting spaces	.. 30.00
(c) Road Network :	
(i) Widening of Garkhal-P.A. Pionions road	.. 120.00
(ii) Widening of Kasauli-Jangeshu road	.. 100.00
(iii) Widening of Kasauli-Jagjitnagar road	.. 200.00
(iv) Construction of Garkhal Bazar bye-pass	.. 60.00
(v) Construction of Keemoghat Gosan road	.. 80.00
(vi) Development of bus-stop	.. 20.00
(vii) Construction/development of taxi stands	.. 3.00
(viii) Development of loading/off-loading spots	.. 5.00
(ix) Linking of Nahri and Kasauli Gaon	.. 20.00
(d) Social Infrastructure :	
(i) Degree College at Mangoti	.. 60.00
(ii) Stadium at Chamian	.. 10.00
(iii) Upgrading of High School at Chamian to 10+2 level	.. 8.00
(iv) Middle/High School at Dharampur	.. 12.00
(v) Upgrading of PHS at Chamian to PHC	.. 10.00
(vi) Dispensary at Mangoti	.. 12.00
Gross Total :	
	<u>800.00</u>

Notes :

1. The cost of Garkhal-Jabli road has not been taken since this road has already been proposed by H.P.P.W.D.
2. In case of Keemoghat-Gosan-Parwanoo road only the portion between Keemoghat and Gosan has been taken.
3. No cost is being taken for bank & post office since these will be/can be started by Central Government only.
4. Development of residence, group housing, hotels etc. is being envisaged in the private sector only.

7.3. Implementation :

As recommended earlier, only development control is to be exercised on all future constructions/developments. Besides this only road network, tourist and Social infrastructure needs to be strengthened. The development of infrastructure can be undertaken by concerned departments themselves.

No transfer or lease of Government land shall be effected by the Deputy Commissioner unless a no-objection is granted by the Director in this respect.